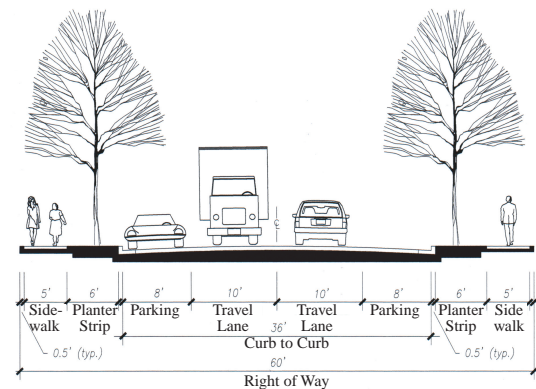


Chapter 5. Streets and Parking

Connectivity

{¹ “To achieve pedestrian-friendly design, the circulation network must serve as the framework for placing and orienting buildings. Streets should be designed for all travel modes, not just cars.”

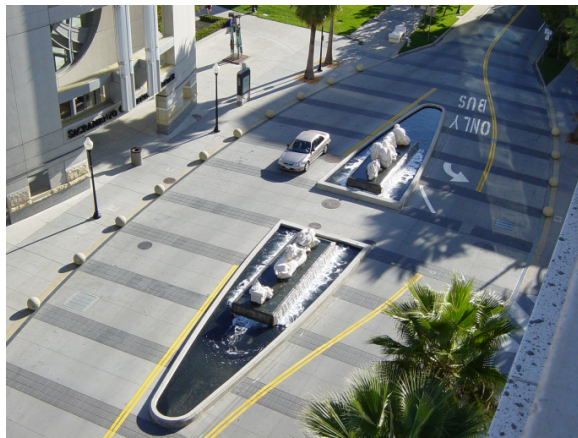
Clear formalized, narrow and interconnected streets and small blocks make destinations visible and easier to access. They also provide the shortest and most direct route for pedestrians and bicyclists.”



TOD Standard Residential

Narrow Streets and Pedestrian Activity

{³ “The design of the street right-of-way is very important in ...[improving] the walking environment. Narrow streets help to slow traffic, reduce crossing distances, and provide space for landscaping, bike access, and on-street parking. Wider sidewalks, limited curb-cuts, street trees, awnings, and arcades can help to create a more active pedestrian environment. Public works standards should be reviewed and revised if necessary to ensure that new street design projects are sensitive to pedestrian needs.”



13th Street between Esquire Square and the Sacramento Convention Center

{² “An interconnected street system is essential to making a station area function as a pedestrian-oriented activity center. A major function of the street system is to facilitate pedestrian circulation within the district and to link adjacent neighborhoods. The street system should provide direct connections to transit facilities, commercial uses, parks and other destinations in the station area.”



Trolleybus on K Street in downtown Sacramento

Note: Because of the volume and length of many of the quotations in this document, a bracket symbol with corresponding footnote reference number is placed at the beginning and ending of each quotation.

Chapter 5. Streets and Parking

Block Length

“In areas where large blocks exist, new internal streets should be built to provide pedestrian-friendly connections to work places. Development sites, including parking lots, should be subdivided into blocks by local streets with sidewalks. Block perimeters should average 1200 feet with a range of 800 feet minimum to 1600 feet maximum.”

Puget Sound Regional Council, “Creating Transit Station Communities in the Central Puget Sound Region”, June 1999

Multi-Modal Street Design

{⁴ “To assure regional mobility in the future, an extensive network of multimodal streets will be needed. Multimodal streets balance the needs of pedestrians, bicycles, cars, trucks and transit vehicles in a way appropriate to the particular function and location of a road or street. Some roads may give ...[higher] priority to cars and trucks; others may give ...[priority] to transit vehicles and pedestrians. Some of the benefits of multimodal street design are:

- Preserves mobility by encouraging transportation facilities and development patterns that make walking, bicycling, and busing competitive choices compared with driving;
- Encourages more efficient movement of people on roadways, rather than the addition of more vehicles; and
- Increases the capacity of the existing street system.” ^{4}}



Circulation Pattern

“In areas where walking is to be encouraged, streets lined with garages are undesirable. Alleys provide an opportunity to put the garage to the rear allowing the more ‘social’ aspects of the home to the front of the street. Streets lined with porches, entries, and living spaces are safer because of this natural surveillance. Alleys in commercial areas place service vehicle access and parking away from the street and sidewalks, affording a more interesting and comfortable streetscape.”

Calthorpe Associates, “Transit-Oriented Development Guidelines for Sacramento County Planning and Community Development Department”, September 1990

Chapter 5. Streets and Parking

Street Patterns

{⁵ “The street pattern should be memorable, avoid winding, dead end roads, dead end streets, and cul-de-sacs. With an interconnected street system, any single street will not be overburdened by excessive traffic, thus reducing the need for cul-de-sacs. A street pattern which is circuitous and complex will discourage pedestrians; a street system with landmarks and a simple form will be memorable and familiar.” }⁵

Clear, formalized and inter-connected street systems make destinations visible, provide the shortest and most direct path to destinations, and result in security through community, rather than by isolation.” }⁵



Snohomish County Transit

Street Vitality

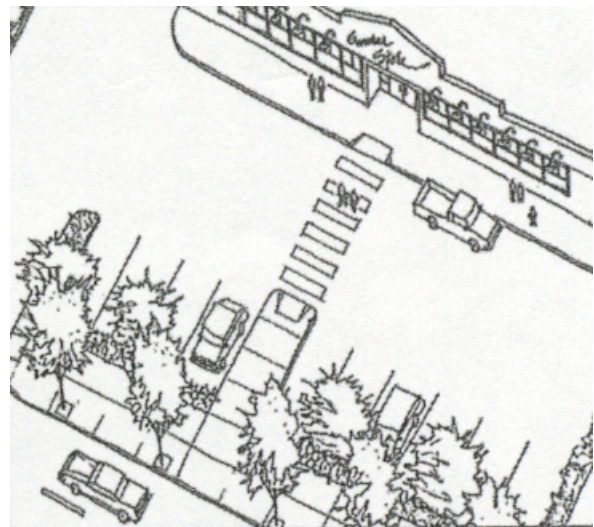
{⁶ “As Jane Jacobs has written, ‘Streets and their sidewalks, the main public places of a city, are its most vital organs’. Neighborhood streets are an important element of the design of livable residential communities. They perform many diverse functions, serving as:

- Public space defining collective values and civic sensibility,
- Spaces for social interaction,
- A framework that gives structures an address, access, and identity,
- Public infrastructure for the through movement of traffic and vehicular access to private dwellings,
- Places for storage of vehicles,

- Places for cycling,
- Walking environments and play spaces,
- Locations for underground services including sewer, water, gas, electricity, cable television, and telephone and
- Places for the storage of snow.” }⁶

Carefully Designed Intersections

{⁷ “Intersections should be designed to facilitate both pedestrian and vehicular movement by slowing traffic and reducing pedestrian crossing distances. Minimizing curb radii at intersections reduces pedestrian crossing distances, as well as the speed of cars. Unless absolutely necessary for safety, right and left turn lanes at intersections should be avoided.” }⁷



Mid-block crossing

Traffic Calming

{⁸ “Slowing auto traffic in the TOD is desired to create a safer, more comfortable pedestrian environment. Minimum street dimensions are intended to make streets more intimate in scale while providing for municipal service vehicle access and maintaining auto safety. Smaller street sections will reduce street crossing dimensions and result in cost savings which can, in turn be allocated for pedestrian amenities.” }⁸

Chapter 5. Streets and Parking



Trees near Hollywood and Highland in Los Angeles

Trees

{⁹ “Trees are an important element in the creation of liveable communities. Trees add color and contrast to the street. They moderate the micro-climate of the street, filter pollution, and can act as a separator between uses.

Street trees and other landscaping provide a pleasing contrast and softening of the urban environment. They enliven streetscapes by blending natural features with built features. Street trees, when planted between sidewalks and streets, buffer pedestrians from vehicles.” ^{9}}



Trees outside Berkeley BART station

{¹⁰ “Many consider the right-of-way the most appropriate location for trees since this gives the municipality clear control over their care, protection, and, when necessary, replacement. Some park departments suggest that trees be given the status of a utility and that a location within a right-of-way be reserved for it. Formal and organized tree planting programs on private lots are, however, an alternative to locating trees within the right-of-way. When the latter approach is utilized, selected tree species are typically planted in set locations by the developer or house builder. The advantage of this approach is that trees can often be located farther from the underground and surface elements of the right-of-way and thus are likely to be undisturbed. The disadvantage is that the care and maintenance of trees are not guaranteed since they become a homeowner rather than a municipal responsibility.” ^{10}}



Streetlamps in Oakland

Lighting

{¹¹ “Lights should be installed to achieve appropriate and acceptable light levels to ensure safety and to deter criminal activity. On narrower roads the lights can be located on one side of the street only. On wider roads, lights are typically required on both sides. Lighting levels, pole heights, and fixture designs should be at a scale that is compatible with the street or lane design.” ^{11}}